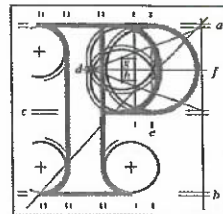


Our Case Number: ABP-314724-22



An
Bord
Pleanála

John A Ryan
3 Dartmouth Square West
Ranelagh
Dublin 6
D06 VY84

Date:

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised, there is no fee for an affected landowner, listed on the schedule, to make an observation on this case, therefore, a cheque refund of €50 is enclosed.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

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64 Marlborough Street
Dublin 1
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Yours faithfully,

PP EM

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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AN BORD PLEANÁLA	
LDG-	<u>060433-23</u>
ABP-	
13 JAN 2023	
Fee: €	<u>50</u> Type: <u>cheque</u>
Time:	By: <u>post</u>

3 Dartmouth Square West
Ranelagh
Dublin 6
D06 VY84
Dated: 10th Jan 2023

Re: *Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022*
Case Reference Number **NA29N.314724**

Dear Sir/Madam,

My name is John Ryan and I live at the above address. I am writing with regard to the proposed development of a Terminus for the Metrolink project at Charlemont, Dublin 6, under the Railway Order 2022 (Metrolink – Estuary to Charlemont) Ref No NA29N.314724. I have paid the required fee of €50.

Whilst I am broadly in favour of any well thought-out transport infrastructure planning (such as the proposed MetroLink to connect the airport to the city centre), I have deep misgivings about the proposed plan and the competence of TII to execute this plan within budget and timescale. As a resident of a home very close to the proposed Charlemont terminus I feel that my views on this aspect of the plan are concrete rather than abstract.

Key Submission Points

1. **Charlemont is the incorrect strategic location for a Terminus.** The notion of locating a major rail terminus at a small, congested, residential street such as Dartmouth Road is plainly absurd. Dartmouth Road currently struggles with the current level of through traffic between Ranelagh and Leeson Street. The congestion that will be caused by thousands of passengers transiting the station every hour and connecting with other forms of transport will create enormous issues not only for those same passengers but for the entire community within the area.
2. **Using Charlemont as a terminus will prejudice the future evolution of the network.** For reasons best known to themselves TII have always favoured continuing Metrolink along the Luas Green Line, a policy that implied the destruction and rebuild of some of the best rail infrastructure undertaken in this country. When it was pointed out to them that the depth of the tunnel under the main sewer made this impossible, they changed the plan to make Charlemont a terminus. This appears to be a stubborn refusal to face engineering reality, as well as a shocking indictment of their professional competence. It was a local resident who pointed out the existence of a deep sewer along the canal, something TII had missed in their plans.
3. **The budget of €650M** for the section between St. Stephens Green and Charlemont is an enormous misuse of financial resources when one considers that there is already a perfectly good means of making that short journey – the Luas.

4. **NTA have failed to provide adequate impact studies** in relation the proposed project and those that have been supplied have all the appearance of documents hurriedly put together. Witness the extension of the deadline for making submissions to ABP due to the 'inadvertent omission' of such key documents.
5. **NTA's record in managing a project of this scale** is highly questionable. As mentioned in 2) they had failed to note the presence of a major sewer along the Grand Canal. The €25 million spent on excavating and building a station box beneath the Mater Hospital which will now have to be simply written off is further evidence that incompetence.

Requested amendment to An Bord Pleanala

We request the following amendments:

1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel
2. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.

Yours sincerely,

John A. Ryan

A handwritten signature in dark ink, appearing to read 'John Ryan', written over a horizontal line.